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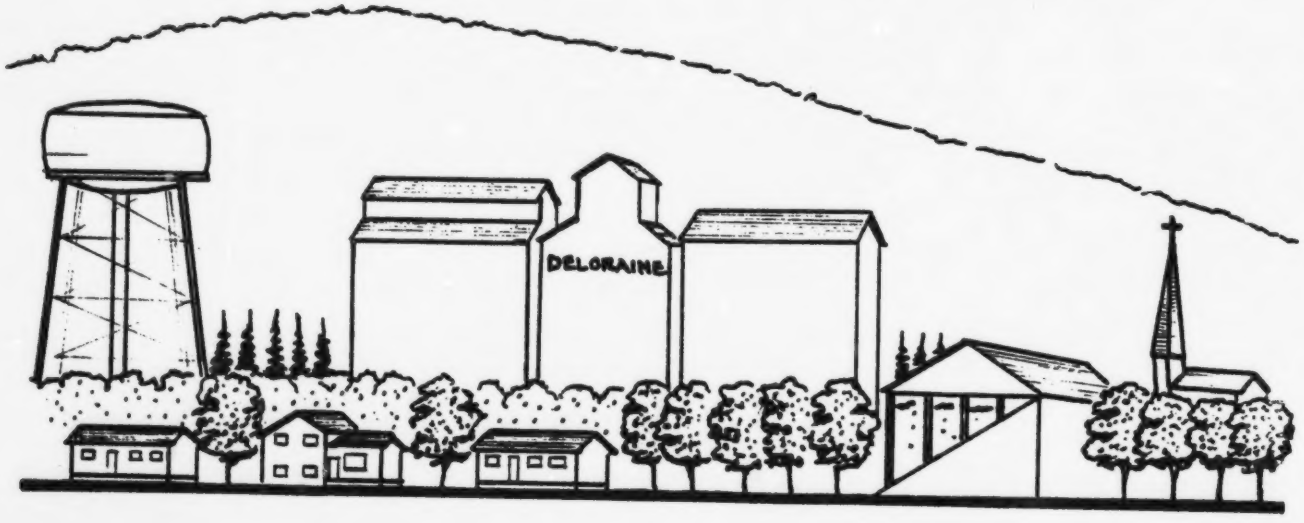
Town Of Deloraine

DEVELOPMENT PLAN



TOWN OF DELORAINE

DEVELOPMENT PLAN

Prepared by: Department of Municipal Affairs
Municipal Planning
112 - 340 Ninth Street
Brandon, Manitoba

1985

BY-LAW NO. 34/85

TOWN OF DELORAINE

PROVINCE OF MANITOBA

BEING A BY-LAW of The Town of Deloraine to adopt a Development Plan.

WHEREAS Section 26(4) of The Planning Act provides authority for preparation of a development plan;

AND WHEREAS Section 30(1) of the said Planning Act provides authority for adoption of a development plan by by-law.

NOW THEREFORE The Council of the Town of Deloraine in meeting duly assembled, enacts as follows:

1. THAT The Town of Deloraine Development Plan attached hereto and marked Schedule "A" be and the same is hereby adopted.

DONE AND PASSED BY THE COUNCIL OF THE TOWN OF DELORAINE, in meeting duly assembled in the TOWN OF DELORAINE in the PROVINCE OF MANITOBA this 27th day of March A.D. 1986.

Blayne Arnett
Mayor

Ron Amey
Secretary-Treasurer

READ A FIRST TIME THIS 13th DAY OF December A.D. 1985.

READ A SECOND TIME THIS 12th DAY OF February A.D. 1986.

READ A THIRD TIME THIS 27th DAY OF March A.D. 1986.

I, Ronald H. Amey, Secretary-Treasurer of the Town of Deloraine, DO HEREBY CERTIFY the above to be a true and correct copy of By-law No. 34/85.

Ron Amey
Secretary-Treasurer

SCHEDULE "A"

TOWN OF DELORAINE

DEVELOPMENT PLAN

Attached to and forming
part of By-Law No. 34/85
of The Town of Deloraine

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PART I

GENERAL INTRODUCTION

A. ROLE OF COUNCIL

A municipal government, in its role as elected leader and representative of the community, has the task of identifying and expressing the development goals, objectives and policies of the community. In order to do this, Council must balance the opinions, values and interests of individuals and local groups, and must also remain reasonably far-sighted in the formation and application of development goals and policies.

In following the policies contained in this Development Plan, Council will be guiding the development of the community in a positive, orderly manner. Long-term goals will be actively pursued and the natural process of change will be managed with the long-term goals in mind.

B. PURPOSES OF A DEVELOPMENT PLAN

Section 27(1) of The Planning Act indicates that the purposes of a Development Plan are as follows:

(a) to serve as a framework whereby the .... community as a whole may be guided in formulating development policies and decisions;

(b) to identify factors relevant to the use and development of land;

(c) to identify the critical problems and opportunities concerning the development of land and the social, environmental and economic effects thereof;

(d) to set forth the desired timing, patterns and characteristics of future development of land and to determine the probable social, environmental and economic consequences thereof;

(e) to establish and specify the programs and actions necessary for the implementation of the development plan;

(f) to outline the methods whereby the best use and development of land and other resources in adjacent municipalities, districts, or affected areas immediately aubtting thereto, may be co-ordinated;

(g) to identify those matters of government concern which affect the use and development of land and other resources within the district or municipality.

C. OVERALL GOAL OF DEVELOPMENT PLAN

A Development Plan is a comprehensive statement of the community's development goals and policies, as adopted by Council, for future development of the town. Essentially, the overall goal of the Development Plan may be stated as follows:

"The goal of this Development Plan is to optimize the physical environment of the Town of Deloraine, in order to enhance the physical, social, cultural and economic well-being of its citizens."

This Development Plan contains a number of objectives and policies which further elaborate and support this goal. These objectives and policies are to be considered as broad general guidelines. The intent is to promote a balanced and flexible approach to the implementation of these policies, and to avoid overemphasis on any one or two specific objectives or policies to the point of creating conflict with other objectives.

D. OVERALL BENEFITS

The Development Plan will guide future private and public decisions with regard to the location and investment in future development. Development decisions will no longer be made in isolation on a piecemeal basis. Instead, the overall development policy of the community will influence such decisions, thereby establishing a rational and consistent approach to decision making. In this way, future land use conflicts can be minimized and the most efficient use can be realized from investments in services and community infrastructure. The Development Plan will also establish an element of stability, in that the pattern of future development can be predicted and managed.

E. CAPABILITY FOR CHANGE

Planning is an ongoing process. Development goals and policies must be subject to modification in order to respond to technological, economic or social changes. A Development Plan may be amended from time to time in response to such changes. In fact, Section 29 of The Planning Act stipulates that a Development Plan shall be reviewed from time to time by Council, but no later than 5 years from the date of adoption or the last review, with the idea that amendments may be necessary to account for changing circumstances.

F. ORGANIZATION OF THE DEVELOPMENT PLAN

The organization of this Development Plan is based on separating the various types of community development into categories such as residential, commercial and industrial. Within each category, there is a brief discussion of development issues and concerns, as well as statements of objectives which Council wishes to achieve, and a list of policies which will serve as guidelines towards the achievement of these objectives. The development issues and concerns are to some extent derived from more detailed discussions presented in the Background Studies. The reader is encouraged to refer to the Background Studies if more detailed discussion of some of these issues and concerns is desired. Other issues and concerns represent some basic planning theory and principles. The statements of objectives and policies are of particular importance, as they collectively constitute Council's official policy regarding the future development of the Town of Deloraine. The implementation sections suggest various programs and provisions in the Zoning By-law which will help to attain the planning objectives.

G. CONCEPTUAL FUTURE DEVELOPMENT MAP

Most of the objectives and policies contained in this Development Plan will ultimately involve the use and development of land in the community. It is therefore important to illustrate, in a general way, the anticipated pattern of future development in the community. Map 1, which follows the last page of this Development Plan, provides a general overview of the future long-term development of the community. The determination of future land uses is based on a number of factors, including:

(a) Existing pattern of land use - The existing development in the community has evolved over a considerable period of time and represents a substantial investment in land and buildings. It is obviously impractical to contemplate major changes in the existing development, due to factors such as excessive cost and hardship.

(b) Projected needs - The population of the community is expected to increase. This will create a demand for additional development, particularly residential development. This demand can be reasonably quantified for the next 10 to 20 years. However, one must also look beyond the immediate future and consider the community's long-term land requirements in a more general way.

(c) Natural constraints - The dominant natural constraint is the flooding problem. Until this problem is sufficiently alleviated, major portions of potential development areas will remain somewhat unsuitable for most types of urban development due to the flood hazard.

(d) Man-made features - The presence of features such as railways, roads, drainage channels, sewage lagoons, and building complexes influences the type of development that may occur in nearby areas. For example, railways and drainage channels may serve as barriers to development whereas certain building complexes may serve as focal points for development.

(e) Costs - The costs of providing infrastructure, such as streets, watermains and sewer lines, are significant development expenditures. These costs can vary substantially, depending on factors such as the location and terrain of various development areas, and the expansion capabilities of existing systems. The designation of development areas is therefore influenced by these factors and their associated costs.

The boundaries of the designated areas as shown on Map 1 are intended to show only the general arrangement of future development in the community. For the purposes of the administration of the Development Plan, it is intended that Council have some degree of latitude in determining the precise location of any boundary within any block of land. More precise delineations of development areas will be provided in the Zoning By-law.

PART II

RESIDENTIAL

A. ISSUES AND OBJECTIVES

As indicated in the Background Study, Deloraine has experienced a modest growth rate during the past 30 years. This growth trend is expected to continue into the future. Thus, there will be a demand for additional residential development in the community. Common practice is to provide for a 3 to 5 year supply of serviced residential sites. In the case of Deloraine, based on current rates of construction, there should be a supply of approximately 25 sites available for development at all times.

OBJECTIVE: To provide for a continuing supply of serviced residential sites in order to meet the anticipated demand.

In order to ensure that land prices remain as low as is reasonably possible, and to provide a choice of residential areas, it is desirable to foster an environment of competition in the land development market. In this way, lot prices will not be controlled by one individual who may have a monopoly on the market, and prices will not become inflated as a result of a shortage of lots.

OBJECTIVE: To encourage an adequate supply of available residential lots at several locations in the community.

In recent years, the development of new residential areas has become increasingly expensive. The rising costs of housing have been paralleled by rising costs in providing municipal services and infrastructure. Such increases stem from rising costs of land, labour and materials, such as asphalt and piping.

OBJECTIVE: To minimize the municipal expenditures associated with future residential growth, through efficient planning of new areas and infilling of existing residential areas.

On the other hand, the creation of too many residential lots at one time may prematurely commit Council to the provision of various municipal services and infrastructure. The provision of such services and infrastructure is not only expensive in terms of initial investment, but also in terms of annual carrying charges. This problem is exacerbated when a serviced area remains undeveloped, thereby minimizing the return on such investments.

OBJECTIVE: To avoid the premature servicing of new development areas unless there is, in the opinion of Council, a legitimate demand for such services.

One of the primary aims of contemporary planning practice is to promote safe and attractive residential neighbourhoods. As indicated in the Background Studies, one of the major hazards to development in a significant portion of the community is the susceptibility to flooding. The prospect of flooding raises a number of serious concerns, such as damage to buildings and property, claims for financial assistance to repair flood damages, and pressures to provide remedial measures such as dikes. Such remedial measures, when provided as an afterthought, may not be very effective or economical.

OBJECTIVE: To ensure that residential areas are sufficiently protected from flood hazards prior to development.

Another key factor in providing for the development of safe and attractive residential neighbourhoods is to prevent the intrusion of undesirable or incompatible developments into or adjacent to residential areas. Developments which generate smoke, noise or other emissions, which generate undesirable traffic on residential streets, or which are, by nature, somewhat unattractive would be considered as incompatible with residential development.

OBJECTIVE: To minimize the adverse effects upon existing and future residential areas which may be caused by incompatible or undesirable development.

Safe and attractive residential neighbourhoods can also be achieved by proper planning and design. This would involve factors such as the proper layout of future streets systems in order to minimize traffic hazards, and the design and landscaping of suitable open space areas.

OBJECTIVE: To encourage the proper design of new residential areas in order to create safe and attractive neighbourhoods.

From time to time, areas which are suitable for future residential expansion have been prematurely subdivided or developed for other purposes. Such development often creates expansion problems, either through the fragmentation of land and diversity of ownership, or through the presence of an undesirable or incompatible development.

OBJECTIVE: To preserve future residential areas in large parcels and to protect such areas from development which may be incompatible with future residential use.

The prevalent form of housing in Deloraine is the single-family residence. Other forms of housing, such as mobile homes, suites and multiple-family structures have accomodated the needs of a small portion of the community's population. These other forms of housing provide for legitimate needs, either for specialty housing in the form of senior citizens' housing, or for low cost or temporary housing in the form of mobile homes and suites.

OBJECTIVE: To provide for a mixture of housing types in order to meet the needs of the various population groups in the community.

B. POLICIES

In order to achieve the objectives stated above, future residential development in the Town of Deloraine shall be governed by the following policies:

1. In order to accomodate anticipated demand, several areas will be designated for future residential development, as shown on Map 1.

2. These designated residential areas will be fully serviced at such time as the demand, in the opinion of Council, warrants such services.

3. These designated residential areas will be properly designed and developed in order to minimize municipal servicing costs. Wherever possible, the staging of services and development shall be considered as one means of managing development costs.

4. Areas which are subject to flooding will not be zoned for future residential development unless adequate measures can be taken to reduce the hazard of flood damage.

5. Residential expansion areas shall be protected from the intrusion of undesirable or incompatible uses, and from the premature subdivision of land.

6. Special forms of residential development, such as multiple-family housing, suites and mobile homes, shall be provided for, with special attention given to the unique characteristics and needs of each type of development and its impact on the immediate neighbourhood.

7. All new residential development in the community shall occur in designated residential areas. Exceptions may be made in the case of suites above or behind downtown businesses, or where residential accomodation is required, in the opinion of Council, in conjunction with a commercial or industrial development, such as living quarters for the owner or caretaker.

C. IMPLEMENTATION

The residential development policies will generally be implemented by means of various instruments such as the zoning by-law, development permits, development agreements, conceptual plans, conditions of subdivision approval, and such programs that may be determined from time to time by Council to be necessary or desirable. In particular, the following means of implementation will be utilized:

1. In the zoning by-law, most existing residential areas will be zoned for continued residential use. This will provide for the continued existence and redevelopment of single-family and two-family residences. Other uses which are considered to be compatible with residential development, such as churches and

playgrounds, will also be permitted. Incompatible uses, such as those of an industrial or commercial nature, will not be permitted to be developed in residential areas in the future.

2. Council will encourage private landowners to make land available for residential development.

3. Council shall require the developer of any new residential area to provide a conceptual plan illustrating the arrangement of streets, lots and open spaces within the proposed development. In addition to illustrating the initial development proposal, the concept plan should also illustrate the anticipated arrangement of streets, lots and open spaces on adjacent lands. This will enable Council to evaluate the initial and future layouts in terms of design, traffic safety, open spaces, drainage, and sewer and water services.

4. As a long-term project, Council will encourage the rerouting of the existing drainage channel as a joint venture with the R. M. of Winchester, the Turtle Mountain Conservation District and provincial authorities, in order to alleviate the flooding problem in the western portion of the community, thereby improving the standard of flood protection for existing development.

5. In order to ensure that adequate flood protection measures are taken, the zoning by-law will prescribe guidelines governing future development in areas which are subject to flooding.

6. In the zoning by-law, the future residential development areas will be zoned as limited development areas. Permitted uses in these areas will be restricted to uses which, in the opinion of Council, are inoffensive to nearby areas and which will not jeopardize future conversion of the area to residential use. Similarly, large parcel sizes will be required in these areas in order to enhance the opportunities for future conversion to residential use.

7. Additional multiple-family housing for senior citizens shall be encouraged to locate in close proximity to the hospital complex and the downtown area.

8. Due to their unique characteristics, mobile homes will be considered as a special form of residential development, and will be developed within designated clusters in residential areas.

PART III

COMMERCIAL

A. ISSUES AND OBJECTIVES

As Deloraine's modest growth rate is expected to continue, additional commercial development can be expected to occur. In order to minimize the prospects of any prospective commercial development locating elsewhere, it would be desirable to have several vacant commercial lots available for development at all times.

OBJECTIVE: To encourage a continuing supply of available commercial sites in order to meet future demand.

In communities such as Deloraine, two types of commercial development are are usually apparent; the central commercial area and highway commercial development. These two types of commercial development each fulfill an important function, and will continue to do so in the future.

OBJECTIVE: To recognize the different types of commercial development, and to accomodate future development of each type.

The central commercial area in Deloraine has evolved as the economic and social heart of the community. It not only provides for the day-to-day shopping needs of the community, but it also provides a number of opportunities for casual meetings between people. It is desirable to preserve and strengthen this central commercial shopping area in order to maintain and improve its economic and social functions. This is best achieved if most types of commercial development are encouraged to locate in the central commercial area. In addition, various social and recreational facilities should be encouraged to locate in the central commercial area, in order to enhance its multi-functional role.

OBJECTIVE: To preserve and expand the role of the central commercial area as the heart of the community.

A number of benefits occur when businesses are grouped within a relatively compact and geometrically simple area. Such an area acts as a collective focus for commercial activity, and each business benefits from casual walk-in trade from people who may be attracted to the area by another business. The notion of geometric simplicity is also important, as shoppers may perceive all businesses along one or two main streets, and may be totally unaware of any business located elsewhere, such as a side street.

OBJECTIVE: To maintain Deloraine's central business district within a reasonably confined area.

Highway commercial development usually consists of less intensive commercial development which requires large sites, either for the storage of merchandise, or to accomodate customers' vehicles on the site. These businesses also require a significant amount of exposure, and are traditionally located adjacent to major streets or highways in the community.

OBJECTIVE: To provide for suitable sites for highway commercial development adjacent to major streets and provincial highways.

As indicated in the Background Studies, one of the major hazards to future development in many parts of the community is susceptibility to flooding. The prospect of flooding raises a number of concerns, such as damage to buildings and property, claims for financial assistance to repair flood damages, and pressures to provide remedial measures. Needless to say, the prospect of flooding can result in significant economic consequences, for individuals and government alike.

OBJECTIVE: To ensure that future commercial development is protected from flood hazards.

The preferred locations for highway commercial development are adjacent to highways and major approaches to the central commercial area, which provide businessmen with a maximum level of visual exposure to the travelling public. It is recognized that highway commercial development is dependent on vehicular traffic entering the property. However, if not properly planned, such development tends to result in numerous access connections to these major streets and highways. This creates numerous turning movements, and results in traffic safety and traffic congestion problems.

OBJECTIVE: To minimize traffic safety and congestion problems on highways and major approaches to the central commercial area through proper planning of future highway commercial areas.

The supply of commercial lots may be prematurely depleted as a result of non-commercial types of development on these lots. The result may be that future commercial development would be forced into other less suitable areas. In addition, the intrusion of certain types of development into commercial areas may result in future conflicts between commercial and non-commercial development.

OBJECTIVE: Commercial lots shall be preserved for commercial development or other compatible uses.

Commercial development can create problems if it is allowed to be located in the midst of residential areas. Adjacent residents may experience problems with increased traffic, parking problems, noise and the glare of signs associated with commercial development.

OBJECTIVE: To minimize the adverse effects of future commercial development on nearby residential areas.

Shopping malls and shopping plazas in small urban communities are a recent innovation in commercial development. If they are located within a community's central commercial area, they can enhance and strengthen the entire business area. As is more often the case however, these types of development prefer sites on the periphery of a community, which tends to siphon business and development from the central commercial area, thereby contributing to the economic and physical decline of the central commercial area.

OBJECTIVE: To preserve the function of the central commercial area by encouraging future developments such as shopping malls and shopping plazas to locate in the central commercial area, rather than in any other location in the community.

A community's commercial areas, particularly the central commercial area, are highly visible to both residents and non-residents alike. The image of a community is, to a significant extent, determined by the appearance of its commercial areas. In order to promote the image of a pleasant attractive community, it is important to encourage attractive development in commercial areas.

OBJECTIVE: To encourage and promote attractive development in the commercial areas of the community.

Parking and loading facilities can create problems of congestion in a community's central commercial area if proper precautions are not taken. While these problems do not seem to be an immediate issue in Deloraine, proper measures at this time can minimize future problems of this nature.

OBJECTIVE: To minimize future traffic problems in the central commercial area by encouraging the provision of off-street parking and loading facilities.

B. POLICIES

In order to attain the objectives stated above, future commercial development in the Town of Deloraine shall be governed by the following policies:

1. Central commercial development and highway commercial development shall be permitted only in those areas of the community designated for commercial development on Map 1.

2. Future commercial developments which require large site areas, such as implement dealerships, shall be encouraged to located in the designated highway commercial areas. All other types of commercial development shall be encouraged to locate in the central commercial area.

3. The central commercial area shall remain the most intensive commercial and social area of the community. This area should only be expanded at such time as Council is satisfied that redevelopment or infilling within the existing commercial area is not feasible.

4. Designated commercial areas shall be preserved for commercial development or other uses which are desirable complements to commercial development. Developments which would jeopardize the future commercial use of the site or any adjacent site shall not be permitted.

5. Where a highway commercial development is proposed in an area which is subject to flooding, measures shall be taken by the owner to protect permanent buildings from the threat of flooding.

6. Future commercial areas shall be properly designed and developed in order to minimize future traffic problems on adjacent streets and highways.

7. Any future proposals for a shopping mall or shopping plaza will only be permitted in the central commercial area.

8. All existing and future businesses in the central commercial area shall be encouraged to provide off-street parking areas for employees' vehicles and off-street loading areas wherever possible.

C. IMPLEMENTATION

The commercial development policies will generally be implemented by means of various instruments such as the zoning by-law, development permits, development agreements, conceptual plans, conditions of subidivision approval, and such programs that may be determined from time to time by Council to be necessary or desirable. In particular, the following means of implementation will be utilized:

1. In the zoning by-law, the existing central commercial area will be zoned for continued commercial use. A portion of the vacant station grounds along the south side of North Railway Avenue will also be zoned for future commercial development. Permitted uses in the central commercial district will include most types of intensive retail uses normally found in the central area of a community of this size. The zoning by-law will also permit various social, cultural and recreational facilities in the central commercial area.

2. The zoning by-law will also provide for highway commercial uses at selected locations along major streets and highways. Permitted uses in the highway commercial areas will include non-intensive commercial uses which require large site areas, such as farm implement dealerships.

3. As a long-term project, Council will encourage the rerouting of the existing drainage channel as a joint venture with the R.M. of Winchester, the Turtle Mountain Conservation District, and provincial authorities, thereby enhancing the potential for future commercial development adjacent to P.T.H. No. 21. In the interim, any proposed development in the designated area shall require all permanent buildings to be protected by the owner from flooding. The zoning by-law will establish guidelines for such flood protection measures.

4. Council shall require the developer of any new highway commercial area to provide a concept plan illustrating the arrangement of lots, open spaces, streets and access points. This will enable Council to evaluate the proposed subdivision in terms of design, traffic safety, drainage and sewer and water services. A concept plan will be required whether an area is to be subdivided into a series of lots at one time, or to be subdivided in stages.

5. Where major commercial complexes are proposed, Council shall require the developer to provide a schematic drawing illustrating the location of buildings, parking, loading, site drainage, access points and service connections.

6. In order to maintain attractive commercial areas, Council shall consider municipal participation and shall encourage merchant participation in various beautification programs, from time to time, as the need in the opinion of Council is warranted.

PART IV

INDUSTRIAL

A. ISSUES AND OBJECTIVES

As indicated in the Background Study, there is a limited amount of industrial development in Deloraine at this time. Industrial development is important to a community, in order to diversify the local economy, to provide a source of employment for local residents, and to improve the tax base.

OBJECTIVE: To encourage the growth and diversification of the industrial sector in Deloraine.

One of the key factors in attracting new industrial development into any community is the availability of appropriate land for industrial development. As indicated in the Background Study, there is an apparent shortage of appropriate land for industrial development in Deloraine. It is therefore important to designate suitable areas for future industrial development, and to encourage the development of such designated areas for industrial purposes.

OBJECTIVE: To encourage the creation of a suitable supply of sites for future industrial development within the Town of Deloraine.

In order to attract industrial development to a community, it has become common practice for municipal governments to offer development incentives, usually in the form of industrial sites priced below market value, and in some cases, sites which are serviced at the municipality's expense. From time to time, grants from senior governments for the purpose of subsidizing the development of industrial areas may be available.

OBJECTIVE: To consider the provision of various development incentives in order to attract industrial development into the community.

Many types of industrial development, due to factors such as noise, dust, odours, appearance, traffic requirements, or the nature of the goods processed or stored, may adversely affect nearby property. It is therefore important to ensure that future industrial development is not permitted to locate at random within the community. Rather, future industrial developments should be grouped in an area which is separated from other types of incompatible community development, either by suitable buffers or distance.

OBJECTIVE: To encourage future industrial development to locate in appropriate areas of the community which are separated from other types of community development.

As indicated in the Background Studies, the railway station grounds in the central portion of the community have historically been the location of most industrial development. In recent years, there has been a trend of decentralization, with industrial development relocating to more spacious sites on the periphery of the community. While it is desirable to en-

courage the relocation of industrial development from the prominent central locations of the community, it is also desirable to encourage continued industrial use of those portions of the station grounds which are in less prominent locations, provided that the industrial development is reasonably compatible with nearby development.

OBJECTIVE: To provide for the infilling of existing industrial areas adjacent to the railway, provided that new industrial development is reasonably compatible with nearby development.

As indicated in the Background Studies, one of the major hazards to future development in many parts of the community is susceptibility to flooding. The prospect of flooding raises a number of concerns, such as damage to buildings and property, claims for financial assistance to repair flood damages, and pressures to provide remedial measures. Needless to say, the prospect of flooding can result in significant economic consequences, for individuals and government alike.

OBJECTIVE: To ensure that future industrial development is protected from flood hazards.

It is recognized that certain types of industrial development may present an especially severe threat to the environment or to the health and welfare of the citizens in the community. Such development proposals shall be carefully considered by Council, and may either be disallowed or allowed subject to such terms and conditions as Council deems necessary in order to minimize the risks.

OBJECTIVE: To ensure that future industrial development does not present an unusual and severe threat to the environment or to the health and welfare of the citizens of Deloraine.

B. POLICIES

In order to attain the objectives stated above, future industrial development in the Town of Deloraine shall be governed by the following policies:

1. Future industrial development shall be permitted only in those areas of the community designated for industrial development on Map 1.
2. New industrial development shall be permitted on an infilling basis in existing industrial areas, provided that such new development is compatible with nearby development.
3. In considering new areas for future industrial development, the following matters shall be taken into consideration:
   a) The area should be separated from other types of incompatible development by a suitable separation distance or by a suitable buffer,
   b) Any services that Council deems necessary can be economically provided in the area.

c) Requirements for road access can be accomodated, and industrial truck traffic through other portions of the community can be minimized, and

d) Railway access may be required for some of the industrial sites.

4. Designated industrial areas shall be preserved for industrial development, or other uses which are desirable complements to industrial development. Developments which would jeopardize the future industrial use of the site or any adjacent site shall not be permitted.

5. Where an industrial development is proposed in an area which is subject to flooding, measures shall be taken by the owner to protect permanent buildings from the threat of flooding.

6. In the case of any industrial development proposal which may present a severe threat to the environment or to the health and welfare of the citizens of Deloraine, Council may require special impact studies to be undertaken at the expense of the developer in order to accurately determine the extent of the threat. Further, the developer may be required to take any mitigative measures that Council deems appropriate in connection with any industrial development proposal.

7. If it can be determined that a proposed development presents an unacceptable risk to the environment or to the public health and welfare, in the opinion of Council, such development may not be permitted within the Town of Deloraine.

C. IMPLEMENTATION

The industrial development objectives and policies will generally be implemented by means of various instruments such as the zoning by-law, development permits, development agreements, conceptual plans, conditions of subdivision approval, and such programs that may be determined from time to time by Council to be necessary or desirable. In particular, the following means of implementation will be utilized:

1. The zoning by-law will establish two types of industrial zone. The light industrial zone shall provide for those types of industrial development which do not present any excessive nuisances to adjacent development. The heavy industrial zone shall accomodate those types of development which, due to characteristics such as noise, odour, dust, other emissions, or due to heavy truck traffic, are considered to be incompatible with other types of development.

2. Certain portions of the railway station grounds will be zoned for industrial development. This will provide for some infilling of industrial development, provided that such development is reasonably compatible with nearby development.

3. The creation of a new industrial area shall be encouraged. Council will endeavour to take advantage of any programs provided by senior levels of government with respect to financial assistance in establishing new industrial areas.

4. The Zoning By-law will establish flood protection guidelines for future industrial development.

5. Council shall require the developer of any new industrial area to provide a concept plan illustrating the arrangement of lots, open spaces, streets and access points. This will enable Council to evaluate the proposed subdivision in terms of design, traffic safety, drainage, and sewer and water services. A concept plan will be required whether an area is to be subdivided into a series of lots at one time, or to be subdivided in stages.

6. Where major industrial complexes are proposed, Council shall require the developer to provide a schematic drawing illustrating the location of buildings, structures, parking, loading, site drainage, access points and service connections.

7. Various types of industrial development which present unique problems or threats to nearby development or to the community as a whole shall be considered as conditional uses in the Zoning By-law. This will provide for an individual case-by-case review by Council and will enable Council to stipulate certain conditions or measures which may deemed necessary to mitigate the risk.

8. The use of landscaping and buffers, where appropriate shall be encouraged in order to enhance the appearance of industrial development.

PART V

INSTITUTIONAL AND RECREATIONAL

A. ISSUES AND OBJECTIVES

A well developed array of institutional facilities, including schools, churches and the hospital, has been developed to serve the citizens of Deloraine and the surrounding area. As indicated in the Background Studies, there is an apparent need for expanded personal care facilities in the community. The expansion of other institutions, particularly the hospital, should also be anticipated.

OBJECTIVE: To accomodate the future expansion needs of existing institutional structures in the community.

As indicated in the Background Study, Deloraine has provided a wide array of recreational facilities. These facilities are important, as they not only provide year-round recreational opportunities for the residents of Deloraine and the surrounding area, but they also create opportunities for people to mingle and socialize, thereby strengthening the social bonds of the local population. Most of the existing facilities are in good to excellent condition, and appear to be adequate for future demands. As noted in the Background Studies, there is a projected increase in the number of senior citizens. The recreational needs of this age group will increase in the future.

OBJECTIVE: To maintain a wide range of recreational facilities for all residents of the community and surrounding area, with special focus on the needs of the increasing senior citizen population.

From time to time, new recreational facilities may be required in the community. Often these facilities can be developed more economically if they can be combined with other facilities, thereby taking advantage of shared facilities, such as heating equipment and parking.

OBJECTIVE: To economically develop new recreational facilities as the need emerges.

As a result of the location of the schools and the agricultural grounds, there is a good distribution of recreational open space throughout the community. Growth pressures, particularly for new residential development, may require that some of the existing recreational areas be relocated to accomodate new development.

OBJECTIVE: To consider the relocation of certain recreational areas in order to make land available for residential development.

As noted in the Background Studies, portions of the community are subject to flooding, and therefore seem inappropriate for most types of community development, due to the potential for flood damage to buildings. However, such areas are quite suitable for those outdoor recreational uses which do not require permanent buildings, such as baseball and football fields. It is realized that some of these flood prone areas may be made more suitable for development, as a result of measures such as the provision of fill or rerouting drainage systems. While some areas may be improved by these measures, it is also realized that it may not be feasible to provide such measures for all areas which are presently subject to flooding.

OBJECTIVE: To consider the development of any required outdoor recreational facilities in those portions of the community which are subject to flooding and which are not likely to be utilized for other types of development.

It is recognized that small park and playground areas are an integral part of any residential area. Such facilities should be provided in existing residential areas where, in the opinion of Council, there is an apparent need. In the case of new residential areas, park and playground areas should be identified on conceptual plans, and dedicated to the community as public reserve.

OBJECTIVE: To provide for the creation of small park and playground facilities as an integral component of residential areas.

B. POLICIES

In order to achieve the objectives stated above, future institutional and recreational development in the Town of Deloraine shall be governed by the following policies:

1. The expansion needs of existing institutional facilities shall be accomodated.

2. Parks and recreational facilities shall be maintained at a standard acceptable to Council.

3. Council shall continue to provide for the recreational needs of the increasing senior citizen population.

4. Certain existing recreational areas may be determined to be more suitable for other types of urban development. In such cases, every effort shall be made to assist in the relocation of the existing recreational use to a more appropriate site over a reasonable period of time.

5. In considering new recreational facilities, the possibilities of combining proposed facilities with existing facilities shall be explored.

6. Areas which are subject to flooding and which cannot be readily protected from flooding and serviced by sewer and water shall be given consideration whenever there is a need for new outdoor recreational facilities.

7. Small parks and playgrounds shall be considered as integral parts of new residential areas, and shall be identified in the developer's concept plan.

8. The development of parks and recreational areas shall be promoted in such a way as to improve the visual appearance and aesthetic quality of the community.

C. IMPLEMENTATION

The institutional and recreational development objectives and policies will generally be implemented by means of various instruments such as the zoning by-law, conceptual plans, conditions of subdivision approval, and such programs that may be determined from time to time by Council to be necessary or desirable. In particular, the following means of implementation will be utilized.

1. The Zoning By-law will recognize the unique needs and characteristics of various institutional facilities. Churches shall be permitted in all residential areas.

2. The Zoning By-law shall provide for the continuing existence of many of the present park and recreational facilities.

3. Council will consider a long term strategy for relocating the baseball diamond(s) at the agricultural grounds in order to provide an area for future residential development.

4. In the Zoning By-law, small park and playground areas, such as tot lots, will be permitted in all residential areas.

5. In new residential areas, land which Council deems necessary for park and recreational purposes shall be provided to the Town of Deloraine as public reserve in accordance with the provisions of The Planning Act.

6. Council shall continue to encourage the participation of the Rural Municipalities of Brenda and Winchester in the provision of recreational facilities within the community.

7. The feasibility of developing joint recreational facilities and programs with the school division should be considered in order to maximize the use of existing school facilities.

8. Council shall encourage local organizations and service groups to assist in the provision of recreational facilities and programs as the need arises.

PART VI

UNDEVELOPED LAND*

A. ISSUES AND OBJECTIVES

There is a significant amount of undeveloped land within the boundaries of the Town of Deloraine. In many communities, such land is traditionally viewed as a development reserve area, an area into which the community can expand as the demand arises. Such reserves of land are important for a community, and need to be protected from activities which would eliminate or diminish their suitability as expansion areas at some future date. The unplanned development of a new industry, or municipal facilities such as a sewage lagoon, can greatly impair the suitability of such areas for future urban development. Also the development of unplanned subdivisions can result in an awkward pattern of streets and property lines which in turn can create future design, access and servicing problems.

OBJECTIVE: To preserve undeveloped land for future urban development in an orderly manner by strictly controlling any premature subdivision or development in such areas.

Since such undeveloped areas are located in close proximity to a significant concentration of people, certain activities, such as feedlots, can create unpleasant or unhealthy conditions for the citizens of Deloraine. It is clearly in the public interest to regulate certain activities which may produce an unacceptable nuisance or health hazard to the community.

OBJECTIVE: To safeguard the health and comfort of the residents of Deloraine by regulating certain activities in undeveloped areas.

B. POLICIES

In order to achieve the objectives stated above, the following policies shall apply to undeveloped land:

1. Undeveloped land shall be regarded as a reserve for future urban development. Until such time as undeveloped land is required for urban development, no subdivision or development shall be permitted unless Council is satisfied that such subdivision or development will not present any concerns for long-term development in the area.

2. Land shall be developed for urban purposes only at such time as Council deems appropriate. In such cases, special studies will be required with respect to surface drainage, and the costs and feasibility of servicing. In addition, a concept plan illustrating the general arrangement of streets and lots will also be required.

* For the purpose of this Development Plan, undeveloped land shall mean areas which are not used for residential, commercial, industrial or recreational uses.

3. When an undeveloped area is to be developed, Council shall encourage the phasing out of any nearby activity which, in the opinion of Council, would adversely affect any proposed new development.

4. Council shall adopt regulations concerning certain activities, such as livestock operations within the Town of Deloraine.

C. IMPLEMENTATION

The above objectives and policies will generally be implemented by means of the zoning by-law and conceptual plans of subdivision. In particular, the following means of implementation will be utilized:

1. Although undeveloped land is not specifically illustrated on Map 1 of this Development Plan, it will be specifically zoned as a "Limited Development Zone" in the Zoning By-law. The Zoning By-law will provide for a limited range of activities within the existing undeveloped areas.

2. In order to preserve large parcels of land for future development, the Zoning By-law will stipulate a large parcel size for undeveloped land.

3. The future use and development of any existing undeveloped land shall be in accordance with the designations established on Map 1 of this Development Plan.

4. Conceptual plans of subdivision and special studies concerning servicing, flood protection and drainage will be required before any undeveloped area is subdivided.

PART VII

TRANSPORTATION

A. ISSUES AND OBJECTIVES

ROADWAYS

Deloraine is located at the southern intersection of P.T.H. No. 3 and P.T.H. No. 21. These highways provide a good linkage between Deloraine and the surrounding region. The entire town is located east of P.T.H. No. 21, and north of P.T.H. No. 3, and consequently these highways are not required to perform the function of a town street. The result is that these highways are fairly efficient, as through traffic can conveniently by-pass the community without encountering any significant cross traffic or reduced speed zones.

It is recognized that the Department of Highways and Transportation exercises a significant measure of control over the development of land adjacent to these highways. The Highway Traffic Board administers a permit system which regulates the installation of all new approaches, structures and plantings within a specified distance of the highway.

OBJECTIVE: To maintain the present efficiency of P.T.H. No. 3 and P.T.H. No. 21.

P.R. No. 604 provides access into the community from the adjacent highways. In order to maximize business in the central commercial area, it is important to ensure that the central portion of the community remains easily accessible from the highways. Traffic congestion caused by numerous access points to the major access roads can potentially impair access to the central portion of the community.

OBJECTIVE: To maintain convenient access to the central portion of the community through proper planning and development of land adjacent to P.R. No. 604.

A scattered pattern of industrial development in a community can result in excessive amounts of heavy truck traffic along residential streets. This presents some safety concerns as trucks are capable of inflicting significant damage to people and property in accident situations. In addition, trucks usually travel more slowly and require larger turning areas at intersections, thereby creating some traffic congestion problems. Truck traffic can also result in excessive loading and wear on pavements designed for lighter traffic, thereby prematurely reducing the lifespan of paved surfaces.

OBJECTIVE: To minimize the amount of heavy truck traffic within the the community through proper location and planning of future industrial areas.

In the planning and development of new areas, it is important to ensure that individual building sites have adequate street frontage for the purpose of access. It is also important to ensure that an excessive amount of land is not allocated for streets, as this would commit the

community to excessive expenditures for street construction and maintenance. The preparation of conceptual plans of subdivision will assist council in the allocation of a reasonable amount of land for street purposes and in providing frontage for all future building sites. Conceptual plans of subdivision will also aid in the proper layout of future street systems, thereby minimizing hazardous street alignments and intersection configurations.

OBJECTIVE: To provide for safe and efficient street systems in all future development areas.

From time to time, the surfaces of the streets will have to be upgraded. Due to the expenditures involved, it is important that such projects be properly planned and scheduled over a long-term period. It is also important that such projects be properly co-ordinated with underground improvements, such as new sewer and water lines, in order to minimize subsequent excavations in refurbished streets.

OBJECTIVE: To optimize the benefits of street reconstruction through long-term scheduling and co-ordination with other public works.

Vehicular traffic represents one of the most significant safety hazards to residents of any community. Visibility along streets can be significantly impaired by the presence of parked vehicles on the street, and visibility at intersections can be impaired by the presence of buildings, fences, or shrubbery located too close to the intersection. Any features which reduce the visibility of motorists represent a safety hazard.

OBJECTIVE: To encourage maximum visibility and safety conditions along the streets of the community.

In addition, undesirable traffic situations can be created if driveway locations are not properly planned. Such problems result when driveways are located too close to intersections or where there are poor visibility conditions caused by obstructions near the driveway.

OBJECTIVE: To minimize traffic hazards by ensuring the proper location of new driveways.

RAILWAYS

Railway service is recognized as an essential component of the local economy. Although the frequency of trains is not high, railway traffic does present some concerns for community development in terms of safety, noise and vibrations which may affect nearby structures and activities. The Canada Mortgage and Housing Corporation recognizes these concerns, and has adopted a policy which prevents mortgage financing of dwellings located within a specified distance of the railway.

OBJECTIVE: To recognize the unique hazards and problems associated with railway traffic, and to minimize their adverse effects on nearby activities.

In recent years, there has been a general trend to relocate industrial development away from railways, partly in response to the relative convenience of trucking. However, fuel costs may rise to the point where the railway becomes a more efficient alternative than trucking for some commodities.

OBJECTIVE: To retain some flexibility in community design by locating and designing a portion of future industrial areas in a manner which would accomodate railway service.

The abandonment of the branch line which serves Goodlands and Waskada remains a distinct possibility in the future. If such abandonment does occur, it may be in the Town's best interests to acquire ownership of that portion of the railway right-of-way which lies within the town. The railway bed may be utilized for municipal purposes, or alternately, the embankment may be levelled, thereby uniting the areas on both sides of the right-of-way.

OBJECTIVE: To consider the acquisition of any railway right-of-way that may be abandoned at some future date.

B. POLICIES

1. All development proposals adjacent to P.T.H. No. 3 and P.T.H. No. 21 shall comply with the regulations and policies administered by the Department of Highways.

2. In the foreseeable future, any urban expansion of the Town of Deloraine shall be confined to the east side of P.T.H. No. 21 and the north side of P.T.H. No. 3.

3. Strip development along provincial highways, provincial roads and major streets whereby individual direct access connections are continuously utilized shall be discouraged. The alternative is to encourage clustered development utilizing secondary streets as a means of access to the major street system.

4. Industrial areas shall be located and designed in a manner which provides for convenient access from provincial highways and which minimizes truck traffic on town streets. The option of railway service for some of the future industrial areas shall also be considered.

5. In the case of new development areas, the developer shall be required to provide a conceptual plan of subdivision which would enable council to evaluate the design and costs of the proposed street system. The conceptual plan shall cover such amount of land as council deems appropriate.

6. The use of off-street parking areas shall be encouraged in all areas of the community.

7. All new driveway connections to town streets shall be subject to approval prior to construction.

C. IMPLEMENTATION

The transportation objectives and policies will generally be implemented by means of various instruments, such as the zoning by-law, development agreements, conceptual plans, conditions of subdivision approval, and such programs that may be determined from time to time by Council to be necessary or desirable. In particular, the following means of implementation will be utilized:

1. Development permits may not be issued for development adjacent to provincial trunk highways or provincial roads until such time as the developer has received any required approvals from the Highway Traffic Board or the Department of Highways, as the case may be.

2. In the case of new development, all proposed streets shall be identified on a concept plan. The design of the streets will be required to conform with established regulations as set forth in Section 13 of Manitoba Regulation 30/77, unless otherwise permitted by Council.

3. As a condition of approving a subdivision, Council may require a development agreement with the developer. The agreement would outline the various responsibilities, costs and timing with regard to the installation of streets.

4. A system of truck routes may be designated in the community.

5. The paving program for various streets in the community will be continued, and where necessary, co-ordinated with the installation underground utilities and services.

6. The zoning by-law will establish appropriate setbacks for buildings, structures and certain landscape features from streets in order to provide for good visibility conditions adjacent to the streets, particularly at intersections.

7. The zoning by-law will establish requirements concerning the provision of off-street parking facilities for new development.

8. The zoning by-law may establish setback requirements from railway tracks, particularly at crossings.

9. The approval of new driveway approaches will be co-ordinated with the development permit system.

PART VIII

UTILITIES AND SERVICES

A. ISSUES AND OBJECTIVES

In order to improve the health and lifestyle of local residents, a system of public utilities and services has been developed in many small communities since the turn of the century. In Deloraine, public services such as water supply, sewage disposal and garbage disposal have been provided by the town council. Utilities such as hydro electricity and telephone service have been provided by senior government. The development, operation and maintenance of the existing utilities and services have involved a considerable amount of public investment by both the municipal and provincial levels of government. Although such utilities and services sometimes seem to be taken for granted, they represent a considerable public expenditure and they have become an essential requirement for modern living in contemporary communities.

As Deloraine grows and changes, additions to the utilities and services will inevitably be required, along with replacements of worn out or obsolete equipment. It is desirable to develop a long-term scheduling program for such projects, not only for financial planning, but also for co-ordination with other projects such as street resurfacing.

OBJECTIVE: Through a process of long-term planning, to maintain the present level of utilities and services, and to extend them into new areas in conjunction with new development.

As indicated in the Background Studies, there are some current concerns with the present services, which represent some significant limitations for urban expansion. In particular, the water treatment facilities and the storage facilities for treated water are operating at maximum capacity. The potential for urban expansion into some areas of the community is also restricted as a result of the inability to provide adequate water pressure, or the inability to provide gravity sewer without significant investments in additional equipment.

OBJECTIVE: To link a program for upgrading utilities and services to a long-term community growth strategy which recognizes the various constraints for future urban development.

In the planning and development of new areas, it is important to ensure that various utilities and services can be provided as effectively and economically as possible. As most underground services are located in street rights-of-way, one method of controlling the cost of such services is by designing the street system so that the length of the streets and service lines is kept to a reasonable minimum. The preparation of conceptual plans of subdivision, together with tentative designs for various services and utilities, can assist council in evaluating proposed subdivisions and planning for future service

expenditures. A staging program can also be included in a conceptual plan of subdivision. Staging would provide for future development in an orderly manner, with the installation of services and utilities being scheduled over a period of years, thereby deferring the costs.

OBJECTIVE: Through the use of conceptual plans of subdivision, to provide for cost effective subdivision and development of land, and to encourage the staging of utilities and services in new development areas.

At present, most of the hydro electric and telephone service in Deloraine is provided by overhead wires supported by timber poles. Such facilities tend to be somewhat unattractive. It would be desirable to enhance the appearance of new areas through careful location of such facilities, or through the use of buried facilities.

OBJECTIVE: To encourage the provision of underground utilities in new development areas.

Two components of Deloraine's infrastructure, the sewage lagoons and the solid waste disposal site, are located east of the eastern boundary of the community. The area immediately surrounding these facilities is subject to undesirable conditions, such as unpleasant odours and insects. It is desirable to prevent development within a specified distance of these facilities, so that people will have a minimal exposure to these undesirable and unhealthy conditions. If development is allowed to locate too close to these facilities, the town may not only find itself being the recipient of numerous complaints, but also may be required to take mitigative measures, or to relocate the facilities, which would be considered a significant and undesirable expense. It is recognized that these facilities are located in the R. M. of Winchester, and that the town presently has little control over development adjacent to these facilities. However, through co-operation with the R. M. of Winchester, the town may be able to influence development in this area.

OBJECTIVE: To encourage the R. M. of Winchester to prevent the development of any habitable buildings within a specified distance of the existing sewage lagoons and waste disposal site.

B. POLICIES

1. Council shall adopt a long-term program to upgrade and expand the water supply and sewage disposal systems.

2. All habitable buildings shall be required to connect to municipal water and sewer systems.

3. The installation and use of private water supply and sewage disposal systems may be permitted only where municipal systems, in the opinion of Council, are not readily available. All private water supply and sewage disposal systems shall conform to regulations under the Clean Environment Act.

4. In considering new areas for development, conceptual plans shall be provided by the developer, and shall illustrate the tentative location of all utilities and services. Where new streets are proposed, the developer shall engage the services of a qualified engineer to design the proposed drainage system, including lot grades, street grades and drainage ditches. The length of streets shall be kept to a reasonable minimum in order to minimize the costs of services and utilities.

5. Wherever possible, Council shall assist Manitoba Hydro and the Manitoba Telephone System to provide service in the most economical and efficient manner. The use of underground facilities shall be encouraged in new areas.

6. The R.M. of Winchester shall be encouraged to restrict development within specified distances of the sewage lagoons and waste disposal site.

C. IMPLEMENTATION

The utilities and services objectives and policies will generally be implemented by means of various instruments, such as development agreements, development permits, conceptual plans, conditions of subdivision approval, and such programs that may be determined from time to time by Council to be necessary or desirable. In particular, the following means of implementation will be utilized:

1. In new development areas, proposed utilities, services and drainage will be identified on the developer's conceptual plan.

2. As a condition of approving a subdivision, Council may require a development agreement with the developer. The agreement would outline the various responsibilities, costs and timing with regard to the installation of various services and utilities.

3. Council will undertake a long-term program to maintain and upgrade all municipal services.

4. The approval of all new service connections to the municipal systems shall be coordinated with the development permit system.

PART IX

HERITAGE RESOURCES

A. ISSUES AND OBJECTIVES

As indicated in the Background Studies, no formal study has been undertaken to identify features of archaeological, architectural or historical significance in the community. This does not imply that such features are nonexistent, but merely that they are unknown at this time. Such resources represent an important and irreplaceable component of a community's heritage.

OBJECTIVE: To identify and preserve significant features of the cultural history of the community.

B. POLICIES

1. The identification of significant historic, archaeological and architectural features shall be encouraged. The Department of Cultural Affairs and Historical Resources should be encouraged to conduct a study of such resources as soon as possible.
2. The preservation of buildings of historic or architectural significance shall be encouraged. Where such buildings are jeopardized by demolition or significant renovations, the Department of Cultural Affairs and Historical Resources may be consulted for recommendations. Other methods to provide for the preservation of such buildings may include public acquisition or lease, and grants from senior government.
3. The establishment and operation of local historical societies, museums, and similar groups shall be encouraged.

PART X

IMPLEMENTATION OF THE DEVELOPMENT PLAN

A. ADOPTION

Sections 30 to 33 of The Planning Act (S.M. 1975 C.29) describe the detailed procedures which are to be followed in the enactment of a by-law adopting a Development Plan. The procedure is quite complex, but it is important to note some of the more important steps. The Planning Act requires that after first reading, the Development Plan shall be made available for public inspection, and that a public meeting shall be held to discuss the proposed Development Plan. Where there is an objection to the contents of a Development Plan, an appeal may be made to the Minister of Municipal Affairs within a prescribed period after second reading of the by-law. Upon suitable notification from the Minister after second reading, the Development Plan by-law can be given third reading by Council. It is then submitted for final approval by the Lieutenant Governor in Council, at which time it will come into full force and effect. Further particulars of these procedures may be found in The Planning Act.

B. REVIEW

Section 29 of The Planning Act stipulates that a Development Plan must be reviewed when

(a) The Minister considers it necessary, or

(b) Council considers it necessary, or

(c) When five years have elapsed since its adoption or since the last review, as the case may be.

C. AMENDMENTS

From time to time, Council may determine that it is necessary or desirable to amend this Development Plan, in order to account for changing circumstances in the community. Such amendments may be made by adopting an amending by-law, in accordance with Sections 30 to 33 of The Planning Act. The procedure for adopting an amending by-law is identical to the procedure which is briefly outlined in Section A. above.

D. LAND USE CONTROLS

The objectives and policies contained in this Development Plan are intended to be general guidelines for land use control and future development of the community. Specific regulatory requirements will be implemented through one or more of the following planning instruments:

(a) A zoning by-law,
(b) Subdivision controls,
(c) Building code,
(d) Development agreements.

E. ZONING BY-LAW

Section 34(2) of The Planning Act stipulates that within 6 months of the date of adoption of the Development Plan, or such further period of time as the Minister may prescribe, Council shall adopt a Zoning By-law to carry out the intent of the Development Plan.

The Zoning By-law will establish various zones within the community and will specify the uses which will be permitted in each zone. The zoning map will generally be consistent with Map 1 of this Development Plan. However, it must be remembered that Map 1 of this Development Plan is intended to illustrate the general long-term arrangement of land use in the community. Some significant deviations between Map 1 and the Zoning By-law will occur, particularly in the undeveloped areas. The Development Plan is intended to establish long-term direction for these areas, whereas the zoning is intended to provide a means of land use regulation. Similarly, there may be isolated instances within the community where there is not direct correlation between Map 1 and the zoning map. In such cases, the zoning will be a reflection of existing use, whereas the Development Plan is intended to illustrate Council's long-term development intentions for the property.

The various provisions and requirements in the zoning by-law will, to some extent, be built upon the objectives and policies of this Development Plan. In addition, the Zoning By-law will also establish certain development standards, with regard to matters such as the separations between buildings and property lines, and the provision of off-street parking areas for vehicles.

F. SUBDIVISION CONTROL

Part VI of The Planning Act as well as the Subdivision Regulations (Manitoba Regulation 30/77) set forth certain procedures and requirements pertaining to the subdivision of land. Section 62(1) of The Act stipulates that a subdivision of land shall not be approved unless it conforms to the Development Plan. Part VI of The Act also contains the authority for the dedication of land for public streets and public reserves. The Subdivision Regulations contain specific standards with regard to the subdivision of land, and in particular, the design of public streets. Thus, the policies of this Development Plan will also be implemented through the subdivision approval process.

G. BUILDING CODE

In order to protect the health and safety of the public, all new buildings and alterations to existing buildings in the community shall conform to the Manitoba Building Code.

H. DEVELOPMENT AGREEMENTS

The development of new areas of the community can result in considerable expenditures for features such as sewer and water services and new streets. In cases where major expenditures are involved, it may be desirable for Council to enter into a development agreement with the developers. Such an agreement could contain specific provisions regarding the types of services and improvements to be provided, the timing of such services, and also a cost-sharing formula, among other things. Sections 48(1) and 63(b) of The Planning Act authorize Council to enter into a development agreement with a developer as a condition of rezoning property or approving a subdivision of land.

I. LAND ACQUISITION

Section 35 of the Planning Act and Section 196(2) of the Municipal Act provide that a municipality may acquire by gift, purchase or expropriation, any interest in land and may sell, lease or otherwise dispose of land or development right so acquired or held for the purpose of implementing any aspect of a Development Plan.

J. CAPITAL EXPENDITURE PROGRAM

Section 27(4)(d) of The Planning Act stipulates that a five year capital expenditure program shall be included in the Development Plan. Allocation of funds under this program for improvement or expansion of capital works establishes the municipality's commitment to a priorized program of development. The Town of Deloraine's capital expenditure program is set out on the following pages.

FORM No. 479-2344 — CAPITAL EXPENDITURE PROGRAM

TOWN OF DELORAINE
(Name of Municipality)

CAPITAL EXPENDITURE PROGRAM

PURPOSE	CAPITAL EXPENDITURE (Mark Priority 1, 2, 3, etc.)						SOURCE OF FUNDS			
	19 86	19 87	19 88	19 89	19 90	Total	Operating	Reserves	Debenture Sales	Other
Transportation										
Streets	200,000.		200,000.		200,000.	600,000.			600,000.	
Protection		9,000.			9,000.	18,000.		18,000.00		
Police Cor.										
Water & Sewer										
Water Plant	75,000.					75,000.		30,000.	45,000.	
	275,000.	9,000.	200,000.		209,000.	693,000.		48,000.	645,000.	

SOURCE OF FUNDS — ANNUAL	1986	1987	1988	1989	1990	TOTAL
OPERATING						
RESERVES	30,000.	9,000.			9,000.	48,000.
DEBENTURE SALES	245,000.		200,000.		200,000.	645,000.
OTHER						
	275,000.	9,000.	200,000.		209,000.	693,000.

FOR MUNICIPAL USE ONLY

ADOPTED BY RESOLUTION OF COUNCIL. April 6th 19 85

Blayne Smith
Head of Council

Secretary-Treasurer

FOR DEPARTMENTAL USE ONLY

APR 15 1985
Date Received

Authorized Signature

AUTHORIZED BY MINISTER OF MUNICIPAL AFFAIRS — JANUARY 1981

N.W. 1/4 SEC. 10
TWP 3 RGE. 23 W.P.M.

N.E. 1/4 SEC. 10
TWP 3 RGE 23 W.P.M.

S.W. 1/4 SEC. 11
TWP 3 RGE. 23 W.P.M.

607

8

3

21

246

RECREATIONAL & INSTITUTIONAL

PLAN No. 28

S.S. PLAN

PLAN No. 444W

PLAN No. 533

PLAN No. 7 T.M.

Pt. B

RESIDENTIAL

No. 735

PLAN No. 720

Pcl A RECREATIONAL & INSTITUTIONAL

RESIDENTIAL

CENTRAL COMMERCIAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

INDUSTRIAL

RESIDENTIAL

BROADWAY

ALLOWANCE

Town of Deloraine
R.M. of Winchester

ALEXANDER AVENUE

FINLAY

SOUTH

NORTH

MORTON

CLELLAND CRES.

DRIVE

GOVERNMENT ROAD ALLOWANCE

RAILWAY

STREET

CAVERS STREET

KELLETT STREET

MOUNTAIN STREET

PLAN No. 41

PLAN No. 749

PLAN No. 732

PLAN No. 384

PLAN No. 473

PLAN No. 444W

PLAN No. 784

PLAN No. 418 W

PLAN No. 663

PLAN No. 745

PLAN No. 235

PLAN No. 734

PLAN No. 582

PLAN No. 693

PLAN No. 10A

Town Of Deloraine

CONCEPTUAL FUTURE DEVELOPMENT MAP

RECREATIONAL & INSTITUTIONAL

RESIDENTIAL

RECREATIONAL & INSTITUTIONAL

RESIDENTIAL

CENTRAL COMMERCIAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

RESIDENTIAL

CENTRAL COMMERCIAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

INDUSTRIAL

HIGHWAY COMMERCIAL

RESIDENTIAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

PLAN No. 22

PLAN No. 41

PLAN No. 749

PLAN No. 711

PLAN No. 95

PLAN No. 537

PLAN No. 735

PLAN No. 663

PLAN No. 745

PLAN No. 784

PLAN No. 444W

PLAN No. 397

PLAN No. 455

PLAN No. 748

PLAN No. 143

PLAN No. 246

PLAN Nos. 246

PLAN No. 582

PLAN No. 418 W

PLAN No. 609

PLAN No. 378

PLAN No. 143

PLAN Nos. 143

PLAN No. 95

PLAN No. 748

PLAN No. 444W

PLAN No. 397

PLAN No. 455

PLAN No. 537

PLAN No. 711

PLAN No. 749

PLAN No. 663

PLAN No. 745

PLAN No. 784

PLAN No. 735

PLAN No. 41

PLAN No. 22

PLAN Nos. 246

PLAN Nos. 143

PLAN No. 378

PLAN No. 582

PLAN No. 418 W

PLAN No. 609

PLAN No. 748

PLAN No. 95

CENTRAL COMMERCIAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

RESIDENTIAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

INDUSTRIAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

RECREATIONAL & INSTITUTIONAL

N.W. 1/4 SEC. 3 TWP. 3 RGE. 23 W.P.M.

N.W. 1/4 SEC. 2 TWP. 3 RGE. 23 W.P.M.

S.W. 1/4 SEC. 3 TWP. 3 RGE. 23 W.P.M.

S.E. 1/4 SEC. 3 TWP. 3 RGE. 23 W.P.M.

S.E. 1/4 SEC. 3 TWP. 3 RGE. 23 W.P.M.

S.W. 1/4 SEC. 2 TWP. 3 RGE. 23 W.P.M.

PLAN Nos. 143 & 378

400 200 0 400 FEET

121.92 60.96 0 121.92 METRES

Manitoba
Municipal Affairs
Municipal Planning

DATE AUG./1985 DRAWING NO. 413 - 70 - 106

REVISED DRAWING NO.

MAP ONE